THIS IS

THE TABLET

of rate cutting in the movement of cotton

Mayfield at Greenville.

Greenville, Texas, July 18 .- Hon Allison

	NOTES -	Lauve
prive.	Texas & New Orleans	5:30 s.m   7:38 p.m
e e.m	A CONTRACTOR OF THE PARTY OF TH	1018 8.m
13 p.m	The second second second	9:28 a.m
5 a.m	Missouri, Kansas & Texas	7:18 p.m
8 a.m	Galveston Houston &	9:35 a.m 4:45 p.m

7:00 a.m

An Error Corrected.

VELASCO BEACH,

Work Begun on the Cane Belt.

Eagle Lake, Texas, July 13.—Several

rading contracts have been let on the cane Belt line, between here and Sealy.

inst of the grading will be done by local contractors. About 100 men are already at sork and other contractors preparing to start out at an early date. In fact, contracts have been let to cover nearly all he distance between here and Sealy and the grading work will be under full head-way within a week.

Another Pee Gee Rumor.

New York, July 14.-It was again re-

orted in Wall street today that the bicago Terminal Transfer company had

passed under the control of the Chicago and Alton syndicate. Rumors of the actuirement of the Kansas City, Pittsburg and Gulf railroad by the same men consinue. It is said that the Union Pacific s very largely, although indirectly, incressed.

OUND A CURE FOR CHRONIC DIAR-RHOEA AFTER HAVING SPENT A GOOD FARM DOCTOR-

Mr. A. N. Noell of Asherville, Kan., says to spent a good farm doctoring himself for thronic diarrhoes, but got no relief and as afraid he must die. He chanced to tet hold of a battle of Chamberiain's Celic Cholera and Diarrhoea Remedy and was much surprised at the relief which it have him. He continued its use for a short lime and was permanently cured. For sale or all druggists.

ern passenger agent, Hutchins

URFSIDE

The All trains arrive and depart from the Grand atral depot except the Missouri, Kansas and Texas ins, which have a depot in the Fifth ward, the innabitual and Great Northern and Columbia Tap, ich use the international and Great Northern depot Congress avenue. The Missouri, Kansas and sas and Gaiveston, Houston and Henderson trains as the international and Great Northern depot.

open from June 15 to Sept. 15.

be Most Delightful Summer Resert on the
Gulf Coast.

Colt. INVIGORATING GULF BREEZE.

NOW IS THE TIME TO SECURE ROOMS.

For further particulars, please address

MURISON & MALIN.

Hotel Brisiol, Houston, Texas.

Ten dollars reward for the arrest of Til Spates, a black negro, between 30 and 40 years old. Has a scar on lip and tile fluger off, I think on the left hand.

nd determination, and bobs up smiling ad serene for through business this mornremark that there was no use consuming further time with the subject in hand, into business, crude oil was selling at as the testimony was all one way and it was evident that the parties most consuming further time with the subject in hand, into business, crude oil was selling at as the testimony was all one way and it was evident that the parties most consumination of the control of the contr

ine solid trains or 275 carloads of freight.

The next matter taken up was that of ill of which has accumulated here during the necessity of promulgating a regulation.

This immense volume of the necessity of promulgating a regulation of the necessity of promulgating all lines.

or publications, and all of them are dong immense service, not only for their
espective lines, but also for the sections
brough which they pass. The Sunset of
he Southern Pacific comes out this week
rith a splendid special edition in honor
of the National Educational association
low in session in California. The Cotton
selt for July is a handsome number, and
he last issue of the International and
freat Northern Illustrator and General
servator is a credit to its publishers.

California at a disadvantage in handing cement.

Mr. Johnson of the Santa Fe stated his
line bad found it necessary to absorb the
wharfage on cement to equalize with New
Orleans. Unless the New Orleans lines
should agree to add the Galveston wharfage charge to the New Orleans rate it
would be necessary to absorb the
wharfage.

Judge Freeman of the Texas and
Pacific thought the time had come for

does it "belly-ache" so much instead of going to work? If the Galveston the best the stranger gets in the "only opportunities to accommodate the

SOUTHERN RAILWAY.

The "summer homes" in the mountains of Virginia, North Carolina, Georgia and Fennessee are reached with so much ease not quick time that they are more popular han ever. The rates for board have been made so very reasonable that it is cheaper han remaining at home. You can secure the dealer of the thousand feet. For map folders, circulars, summer homes, booklet, or other information, please address J. C. Andrews, continuents of the security Has Houston waited for the outside. to push it along?

that town will, maybe, amount to something after awhile."

AILROAD SCHEDULE HEARING ON RATES mitted to absorb the wharfage on cement to enable them to hold their own with the

A Number of Matters Taken Up by the chrough rates from initial point in Europe an against the local concentration Commission.

GALVESTON'S PLAINT DISPOSED OF.

Matter of a Rate on Crude Petroleum Under Advisement.

THE INTERSTATE CUT ON COTTON TIES

the Commissioners Got No Real

Austin, Texas, July 14.-The railroad

common points to Galveston, complaint having been made by certain Galveston ship brokers to the effect that the rates to New Orleans are discriminatory and do not preserve a fair differential in favor of Galveston.

The complainants were not represented and Judge Freeman, for the Texas and Pacific, stated that the rate complained of was purely an export rate and that the manufacturers of cotion seed products in the State did not want it taken out. It is to the interest of the Texas manufacturers of cotton oil, meal, etc., Judge Freeman insisted, that the parity between to the did not think it logical that refineries should be located anywhere but in the oil fields.

Mr. Farrell of the Cotton Belt agreed with Mr. Bein and asserted that the manuager of the Corsicana refinery had indicated by the Standard Oil company.

Mr. Allen of the Katy wanted all oil rates increased and suggested that there was a necessity for the classification of oils to keep the roads from being taken avantage of.

Mr. Turner of the International and Great Northern could not understand how a refinery could be operated at Houston in competition with one at Corsicana. In his option the next thing in order would be a demand for a milling in transit rate We have special wagons for collection of AGGAGE from PRIVATE RESIDENCES for outgoing trains; also for delivery to pritic residences in the city. We are on duty all hours. WE NEVER SLEEP. Telemon orders from private residences receive ecial attention. Phone 55.

HOUSTON TRANSFER CO. ty Miles from Houston on I. and G. N. and Velasco Terminal Railroads.
Open from June 15 to Sept. 15.

met rallway has sent out from Houston the rates under discussion.

Pacific thought the time had come for a stop in this continual demand of Galveston for a differential against the earth. Galveston's pleas reminded him of the Dutch method of fattening geese. The geese are palled to a plank and stuffed with soft food until their livers are enlarged. Galveston had nailed her feet to a plank and was waiting for the commission to feed it soft food. It did not want solid food, because the effort to chew and digest it would be too great. Why doesn't Galveston bustle like Houston? asked the judge. Why does it continually whine about its disadvantage? Why people would work more and complain less about its natural disabilities, its representatives wouldn't wear such long faces every time they show up before the commission. They would step around lively instead of moving as if leading a funeral procession. With the most magnificent beach on earth, Galveston, he said, did not even have a hotel to entertain visitors. Cornbread and curd at high prices is seaport," he asserted, with all of its seeker after recreation. If Houston had that beach, would it sit down and whine for some one to build a hotel there for its people and their guests?

"Make Galveston go to work," exclaimed the judge in conclusion. "Put a stop to this eternal cry for help and

Mr. Turner of the International and Great Northern insisted that it is neces-

New Orleans lines.
Mr. Bein of the Southern Pacific Insist

rope as against the local
at Galveston.
As a solution for the difficulty, Mr.
As a solution for the difficulty, Mr.
Johnson of the Santa Fe suggested that
on shipments going into store the present
rate from each point be observed, the
Galveston lines to absorb no wharfage. On
through shipments the minimum proportrough shipments the minimum propor-Gaiveston lines to absorb no wharfage. On through shipments the minimum proportion from Gaivesion to be 25 cents and the minimum from Westwego, Greina and New Orleans to be 26% cents. This was accepted as satisfactory by the Katy, the Southern Pacific, the International and Great Northern and others, and it was agreed that the proposition should become effective.

The above having been satisfactority disposed of, the application of the Cotton Belt, the Southern Pacific and the International and Great Northern, for a revocation of the crude and fuel petroleum tariff, was taken up and Mr. Bein of the Austin, Texas, July 14.—The railroad commission hearings postponed last week on account of the Brazos flood came off on time today.

In the matter of class ratings on vermicelli, Italian paste, etc., none of the railroad representatives or freight bureau commissioners present cared to be heard and the matter was taken under advisement.

The next question considered was that of rates on cotton seed products from common points to Galveston, complaint having been made by certain Galveston

Southern Pacific asserted that since the erection of a refinery at Corsicana but little crude oil has moved. The refined oil rate of 25 cents is low enough, he asserted, and he did not, from a revenue standpoint, see any necessity for a rate lower on crude petroleum. When he applied for the revocation of the crude petroleum rate he did not have in mind the crippling of the refinery at Houstom he declared. Had heard that the Standard Oil company controlled the Corsicana refinery. The Houston refinery could not operate with the difference between crude and refined petroleum rates wiped out, but he did not think it logical that refineries should be located anywhere but in the oil fields. Southern Pacific asserted that since the

turers of cotton oil, meal, etc., Judge
Freeman insisted, that the parity between
Galveston and New Orleans be maintained in the matter of cotton seed product rates, which was done without giving
ton. In support of his contention, he read
State which, without exception, asked that
the cristing tariffs and that it gets
in out that of gures showing that Galveston is
in the different oil mills in the
State which was done without giving
to turn the oil refining business of the
State which, without exception, asked that
the cristing tariffs and that it
sis full share of the business.

General Freight Agent Allen of the
Katy said that Mr. Zeigler, the complains
and that it gets
it in this instance, was neither a manufacturer of nor a dealer in conton seed
products and represented no one but himself. Zeigler is a ship broker and Allen,
did not think that the commension should
change the rates at his request when the
said refinery to the railroads are
satisfied with them. As to the allegation that but little oil, meal or cake is
moving through Galveston, Hallen astion that but little oil, meal or cake is
moving through Galveston, Hallen astion that but little oil, meal or cake is
moving through Galveston, Hallen astion that but little oil, meal or cake is
moving through Galveston, Hallen astion that but little oil, meal or cake is
ministated, that the commension should
charge the rough of the commission was asked
the trace at the prevent would
be a demand for a milling in transit rate
to ooil.

Recess to 2 p. m.

After recess President Kirby of the
Southwestern Oil company of Houston
argued that fif the crude petroleum rate
was withdrawn it would have a tendency
to turn the oil refining business of the
State which, without exception, asked that
the talk that had been indulged in the
state which, with a dealer and that
the talk that had been indulged in the
state which with a dealer and that
the talk that had been indulged in the
state which with a dealer and that
the talk that had been indulged in
the change off. I think on the left hand. Seight 150 or 180 pounds. He is a dangerous negro. He is charged with rape, hold warrant. B. G. Bennett, Sheriff, avaca County, Halletsville, Texas.

Houston and Texas Central Open. All the washouts on the Houston and exas Central railroad were repaired last vening and the line will be open for frough business between all points this norm, From now on trains will run negular schedule time. The management of this popular railroad is to be contratulated on resuming through service ver its own line thus early. The floods rough great injury to the road, but the lid Reilable faced the difficulty with pluck and determination, and bobs up smiling and serven for through business this morn.

The oil matter was taken under advisement.

The next matter taken up was that of the necessity of promulgating a regular particle seatined for Akiers, La, whence it management of the road order to convenience its patrons, had he steamship Chalmette detained at Akiers, and in this way the time unavoidably of the from Galveston to oalsor the steamers. The management of the road and steamship companies.

The next matter taken up was that of the necessity of promulgating a regular particle in the necessity of promulgating a regular profile is destined for Akiers, La, whence it management of the road order to convenience its patrons, had he steamship Chalmette detained at Akiers, and in this way the time unavoidably of the specific management of the road and steamship companies.

Railroad Publications.

A number of railroads now issue their management of the road and steamship companies.

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A number of railroads now issue their from Part & Co. was also read alleging that Galveston is being that in flowr of New Orleans in the importation of cement and officence was taken up.

A number of railroads now issue their from Part & Co. was also read alleging that Galveston is being that in flowr of New Orleans in the importation of cement and officence was possible to boate the officence was pass railroad, was in the cutting interstate the repeat of the flow pass and natural part of the flow pass and allegation in class rates, lumber rates, cattles reading in the flow of th authorizing him to emphatically state that there was positive evidence that one of the lines which had announced to the commission that it would not protect the 42 cent rate from Chicago was in fact soliciting business on that basis. He also produced statistics to show that his line had carried but a small percentage of the ties coming into Texas in the past three months. Could not name the roads that had secretly manipulated the tie rate. Knew that it had been, however.

At this point Judge Reagan interjected the following: "That's the trouble; the railroads will never tell on one another."

Mr. Bein of the Southern Pacific read a statement to the effect that he had received positive information that one of his com-

statement to the effect that he had received positive information that one of his competitors would participate in the 42-cent tile rate published by the Rock Island, hence the course pursued by himself in the matter of reducing the rate through New Orleans. He denied emphatically, also, that he was in any way responsible for the demoralization of the tie rate; had reduced it only on information that the Rock Island was joined by another Texas line in the 42-cent rate from Chicago. Did not name which line it was. Insisted that his action had been taken in order to maintain the parity between Texas distributing points. Claimed that the question before the commission was one affecting distribution and not manufacturing points and that the railroads should be complimented for having placed the former on an equal Orleans. He denied emphatically, also, that he was in any way responsible for the demoralization of the tie rate; had reduced it only on information that the Rock Island was joined by another Texas line in the 42-cent rate from Chicago. Did not name which line it was. Insisted that his action had been taken in order to maintain the parity between Texas distribution and not manufacturing points and that the ratifroads should be complimented for having placed the former on an equal footing in the matter of ties instead of punished for having done so. Asserted that, so far as he Knew, no road in Texas owed allegiance to any outside agenty in the making of interstate rates and said that if the commission would help the roads setablish a bureau inside the State they would absolutely control interstate rates. Contended that any reduction in the rate on bagging and ties in intercarload the rate would inure almost entirely to the benefit of outside distributers, who, he felt satisfied, right now had large consistments of this study at the State line awaiting the commission's action before moving it into the State. Insisted that emergency reductions on any particular line would only have the effect of giving the line on which they were made all the business.

At the conclusion of this study at the conclusion of the sund reduction in the carload the rate would wire the Rock Island and Pacific people at Chicago to furnish the commission the name of the Houston and Texas Central and Sunset railroads, is in New York.

It is rumored that the Frisco road is necessarily appeared to the Guireston and return on tomorrow.

The definition of the tier well of the distribution of the distribution of the visit of the unitary for the commission. It is presumed the object of the visit of the unitary for the commission of the sunset and of the visit of the unitary for the commission of the sunset and of the visit of the unitary for the commission of the sunset and of the sunset and of the visit of the visit of the unitary for the commis

minishing by the interstate rate cutting route not one of them seemed disposed to help it in the premises.

Mr. Lovett of the Southern Pacific in-sisted that his line had not been guilty

Mr. W. J. Craig, general freight and passenger agent of the New York, Texas and Mexican railway (the Macaroni), was in the city yesterday from Victoria.

The decision of the interstate railway commission, requiring railroads to use modern air-brake appliances, will throw thousands of brakenen out of employment. of rate manipulation in reference to the cotton tie rate. It had openly and legally advertised its participation in the 42-cent

rate from Chicago and should be com-mended instead of punished for having done so. The rate was a legal one and if it had been brought about by manipula-tion the Southern Pacific was not responsi-ble for said manipulation. It had not thousands of brakemen out of employment The proposed railway from San Antonio to Brownsville has good prospects of being ble for said manipulation. It had not to Brownsville has good prospects of being brought about the conditions which forced built, provided the citizens along the the rate; it had simply met them. He in- route will subscribe a cash bonus of \$300.

here at 9 o'clock a, m. The train arrives in Smithville at 2 p. m. and returns one hour ties. Their interstate connections were guilty of the offense and it was practically impossible to locate the offenders. To punish the Texas lines in this case would be formulated to the formulation of the control of

that point to Texas would soon be put in and furnished the commission with a letter from certain St. Louis jobbers to back up his assertion.

Messrs. Briam and Steere of San Antonio complained that outside jobbers are distributing less than carload shipments of groceries in Texas at less than carload grained that outside for the second shipments of groceries in Texas at less than carload grained that outside for the second shipments of groceries in Texas at less than carload grained that outside for the second shipments of groceries in Texas at less than carload grained that outside for the second shipments of groceries in Texas at less than carload grained that outside for the second shipments of groceries in Texas at less than carload grained that outside some second shipments of groceries in Texas at less than carload grained that outside some second shipments of groceries in Texas at less than carload grained that outside some second shipments of grained tributing less than carload supments of groceries in Texas at less than carload rates. Special complaint was made against the Rock Island, which was charged with having doubled the number of articles in the pickie line it is mixing in cars. Mc-Cabe alleged that this had to be done to protect points on its line against St. Louis. The Southern Pacific announced that it would not participate in this and the meeting adjourned until tomorrow morning.

IF YOU ARE HEADED ... FOR THE ...

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Via Ennis, Paris, and the 'Frisco line, the most pleasant route to St. Leuis.

If for COLORADO, take the H. & T.
C. Through Denver Sleeper. Both leave Houston 10:45 p. m.

E. N. DROUET,

City Ticket Agent.

W. P. SIMMONS.

Grand Central Depot Agent.

M. L. ROBBINS,
W. BEIN,
G. P. and T. A. C. W. BEIN. Traffic Manager.

\$1.00 Rate GALVESTON AND RETURN Via The Old Reliable

G. H. & H. R. R. Sunday, July 16, 1899.

Train leaves 5:20 a. m., 9:30 a. m. at :45 p. m. Depot foot of Congress street. Phone 700. W. F. McCLURE, General Passenger and Ticket Agent.

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For the Family

of humanity and will do away with the taking of obnoxious, violent purges, Inconvenient liquids, and pills that tear

your life out. Simply because in CASCARETS Candy Cathartic you will find just what you want, convenient in

form, pleasant of taste (just like candy) and of never-failing remedial action. They have found a place in every

well-regulated household, and are the favorite medicine of the whole family, from baby to good old grandpa. Don't be fooled with substitutes for CASCARETS!

All ages hall with delight the coming of the most wonderful, meritorious preparation that will lighten the its

ANNUAL SALES, 5,000,000 BOXES.

CASCARETS are absolutely harmless, a purely vegetable compound. No mercurial or other mineral pill-poison in Cascarets. Cascarets promptly, effectively and permanently cure every disorder of the Stemach, Liver and Intestines. They not only cure constipation, but correct any and every form of irregularity of the bowels, including distribute and dysentery. Pleasant, palatable, potent. Taste good, do good. Never sicken, weaken or gripe. Be sure you get the genuine! Beware of imitations and substitutes! Buy a box of CASCARETS to-day, and if not pleased in every respect, get your money back! Write us for booklet and free sample! Address STERLING REMEDY COMPANY, CHICAGO or NEW YORK.

DOCTOR OF THE PORT DRIED REPORT DRIED REPORT

sisted that it would be absurd to say that the first line publishing reduced interstate rates cut them. No line, he claimed, publishes reduced interstate rates until it has good grounds to believe that some a rate of one and one-third fares for the result of the reduced interstate.

the good grounds to believe that some a rate of one and one-third fares for the other line is moving traffic on said rates. Circucstances go as far as anything else in satisfying one railroad that another railroad is manipulating rates. Did not believe there was a single Texas line guilty in the movement of rates from Houston to Smithville and restart to such as the complex of rate sutting in the movement of rates.

Mr. M. D. Monserrate, vice president and

No Washouts or High Water on This Line. Our Trains Are Running on Schedule Time. The Shortest and Quickest Line to Kansas City, the Northeast and Southeast, E. W. DORRIS, N. S. MELDRUM, W. H. TAYLOR. City Ticket Agent. Gen. Manager. Gen. Pass. Agent. 403 MAIN STREET - - HOUSTON, TEXAS.

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GULF AIR LINE.



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8:00 am. 1:40 pm. 6:00 pm.

Arrive Grand Central Depot: 8:45 am. 3:20 pm. 8:50 pm.

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Special Train will leave Houston at 9:00 a. m. to accommodate visitors to the .. FLOODED DISTRICTS. |...

Train to return early in evening of same date.

Phone No. 700. R. B. COURTNEY,

Passenger and Ticket Agent, 211 Main Street,

\$1.00 to galveston and return VIA THE

Santa Fe Route,

Sunday, July 16.

LEAVE Grand Central Depot at 7 a. m., Still a. m. and 1:50 p. m.
LEAVE Santa Fe Depot at 7:15 c. m., 6:16
a. m. and 2:05 p. m.
RETURNING, leave Galvaston at 1:00 p. m.,
5:16 p. m., 7:30 p. m., and the

G. P. A., FORT WORTH. LATE SPECIAL AT 10:15 P. M.